THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

The tug Ida Sims is being rebuilt by C. Bennett.

T. J. Southard, of the firm of Andrews & Southard, of Toledo, was in this city on Wednesday.

The schooner Theodore Voges, owned by John Watson, will have new patent steel halyards put on her by Grover & Son.

The steambarge J. C. Schnoor Captain F. O. Burrows will have new rail, hatches and hatchcombings and a general overhauling.

Messrs. Becker & Kelley sold the barque Constitution for F. Hurlbut, of Green Bay, to Captain Robert Kerr, of Cleveland, for $11,000 cash.

The schooner Niagara, now laying up at Chicago, has been sold by Captain Berriman, of Cleveland, on behalf of the late H. J. Winslow's estate, to Mr. James Corrigan, of Cleveland, for $31,000.

Captain A. Robinson has leased Chippewa Lake in Medina County for ten years of Julius Lembeth. He intends to put a steam-yacht on the lake and four or five row boats to be used for pleasure and fishing parties. The steam yacht will be fixed up at this port.

The Globe Iron Works are supplying the boiler of the steambarge Benton, of Bay City, which is laid up here, with a new combustion chamber, new braces, crow feet, and part new crown sheet. The Benton's tow, comprising the barges J. S. Austin, Midnight and Walton, are having some calking done. Captain Henry Bennett, of the Benton, is here from Bay City, superintending the work.

Mr. H. D. Root, of Lorain, has taken a contract to build a large harbor tug for the Cleveland, Lorain & Wheeling Railway to take the place of the R. K. Hawley. She will be of the following dimensions: 68 feet over all, 15 feet 4 inches beam, 8 feet 6 inches hold, with a draft of 8 feet 6 inches; 7-inch frame, 2½-inch plank inside and out, 3-inch plank from garboard to turn of bilge, plank-shear 4 inches, rail 3½ inches; engine will be 20x22. She is to be ready for sea on the 15th of April. Captain James Bowin will take command of the new boat.

A few weeks since a sailor named Fred E. Hart, who had been employed on the steambarge Oakland, which was wrecked down the lake, began suit in the United States District Court against E. D. Goulder, trustee of the proceeds realized from the wreck. The amount held by Goulder as trustee was $500, and Hart wanted that amount for his services, his suit being against both Goulder and the owners of the vessel, the latter being Harvy Stevens, J. M Drake, and George S. Stevens. Judge Welker on Saturday dismissed the case as against the latter, and ordered Mr. Goulder to show cause why the amount should not be paid Hart.

A petition was sent to the city authorities, by the lumber dealers and manufacturers along the river, asking them to take prompt action to prevent a recurrence of the disastrous flood of last winter, when so much valuable property was destroyed and so much damage done, and to clear away any gorge which is likely to occur on a sudden rise of the river. The street commissioners put a large force of men on the streets and the gutters and catch basins are in good shape, very little surface water having found its way into the river. The water in the river has fallen about a foot, the ice is very firm and thick, but the snow and rain has made it somewhat soft on the top. We do not anticipate any danger of a flood at present, as the ice in the lake is unbroken for a considerable distance out.

The Cleveland Storage Company was organized on Tuesday by electing the following gentlemen as directors for the ensuing year: Joseph Colwell, Charles A. Otis, P. M. Hitchoock, Robert R. Rhodes, William H. McCurdy, Thomas Axworthy, and P. D. Nichols. The Cleveland Storage Company will act as custodian, holding in charge pig iron, lumber, ore, and every variety of merchandise that may be consigned to it. On these goods a warrant will be issued, setting forth the amount, kind and quality of the goods in the yard or in the warehouse, which warrant is negotiable and may be bought and sold in the market, or used as collateral for loans in bank. The officers of the company are Joseph Colwell, president; David G. Norton, treasurer, and William R. Drake, secretary. The capital stock is $200,000, all of which has been subscribed.

The Globe Iron Works are building for the International Bridge Company, of Montreal, a very handsome iron steam tug, 75 feet in length over all, 66 feet keel, 17 feet beam, and 9 feet depth of hold. Her main kelson and two bilge kelsons on each side are all 3x3 of steel angle; the frames are 3x2½ steel angle, and her plating, decks, boiler house, engine house, and pilot house are all of iron. The only parts of wood about her will be her rail and fender strakes. She has a collision bulkhead, another water tight bulkhead on the forward side of the boiler, a partial one at the coal bunkers, and another at the stuffing box, nine feet from the stern post, carried up to the cabin floor and converted into an iron deck, so that the stern pipe is in a water tight compartment. She will have four tiers of breast hooks connected with steel angles to the outside plating, so as to make her very solid for going through ice. She is already in frame and one streak of planking is on.

A suit involving the schooner St. Lawrence and Volunteer was commenced in the Common Pleas Court by Elijah Everett, on the 16th inst. The defendants are Joseph Doville, and his wife, Lucy Doville. Everett says the Common Pleas Court of Erie county granted him a judgment for $1,300 against Mr. and Mrs. Doville in 1876. The Sheriff of Erie county was unable to serve the execution for the judgment, there being no property of the defendants upon which he could levy. Since that time, Mr. Everett claims, Doville has purchased the schooners St. Lawrence and Volunteer and a lot with a frontage of thirty feet in Monroe street. The Volunteer and the lot were transferred to Mrs. Doville, and the St. Lawrence was mortgaged to her in the sum of $6,000. The plaintiff claims this was done by Doville to defeat his creditors, and asks that one-half of the property above mentioned be ordered sold, and as much of the proceeds as necessary be devoted to paying the judgment awarded by the Erie court.

BUFFALO.

Special to the Marine Record.

The ship chandlery business heretofore conducted under the firm name of Vosburgh & Baker, will be continued under the firm name of Howard H. Baker & Co. 58 to 64 Prime street, Mr. Warren being admitted as a member of the new firm since the death of Mr. Vosburgh.

DETROIT.

Special to the Marine Record.

DETROIT, January 29.

The worst and most obstinate ice embargo of the winter and for forty years took place during the past week. The evening of the the 24th and the morning of the 25th were decidedly the coldest of the winter. The winter of 1855 comes the nearest to it, while hat of 1843 fully equals it. The large railroad steamers, which were built expressly to test ice of almost any thickness, were three hours in making a crossing. It is now in order for the "oldest inhabitant" to come forward and make his weather comparisons, the past with the present. Two of these ancients have been heard from, one of whom makes the declaration that the winter of 1822 fully equaled, if it did not surpass the present, while the other as solemnly declares that of 1800 carries the palm. But so far as this region is concerned, let us go back to 1789, which, according to the records, eclipses all others known to the andient of ancients. The snow, during that winter, was not less than three feet on the level anywhere, while the crossing on the Detroit river was made by teams until as late as the early part of May. It was the coldest and snowiest winter that had ever been experienced, and it is certain that it has never been equalled since. It was succeded by a warm, dry, unproductive, sickly summer and fall.

Soon after closing my last dispatch on the 22d, the steamer Spartan, which has been in litigation here since last summer, for repairs done by the Detroit Drydock Company, was sold, by the United States Marshal, to the Richelieu Navigation Company for $26,000, which, it is presumed, will cover all claims resting against her hereabout. She is now in the hands of her former owners.

Captain Fred Hart and Captain Myron Finney occupied seats alongside the judge in the Court of Admiralty in this city the past week, as experts in a collision case of the steambarge George L. Colwell against the schooner James F. Joy. The Colwell had the vessel in tow on Lake Erie last summer, during which the latter collided with the schooner Donaldson. The owner of the Joy refused to pay the tow bill, alleging that the Colwell was to blame. The Colwell, on the other hand, claimed that the Donaldson was in fault, and the judge desired to have experts to assist him in the case rather than trust to his own judgment.

Captain C. F. Moore, of the tug Torrent, was before United States Commissioner Graves, on Saturday, for a violation of the navigation laws, which avers that one night last summer, having a raft in tow, he neglected placing a light and watch on the raft, which he took into Sand Beach harbor o refuge. This rule has been violated in so many instances that vesselmen are determinsd to have it rigidly enforced. The case, in due time, will be tried in the United States Court.

Captain Darius Cole and wife are off on a visit to Florida, where there is less ice and snow and more of the kindly fruits of the earth. They will be absent about two months.

Captain Frank Welcome, who recently sold his steamer, the Grace Grummond, at Chicago, is in town on a brief visit.

Heywood & Co., owners of the steamer Belle Cross, are having constructed at Bay City, a large steamship which will be ready for business early the coming season.

Thomas Fitzpatrick, United States inspector of steam boilers in your city, is visiting friends in this city.

Captain Hutchinson, of Port Huron, and Captain Leander Waffle, of the interior of this State, are also late arrivals.

I am indebted to Captain W. B. Morley, of Marine City, for the following budget of news: The barge schooner Gardner is being transformed into a steamship at that place. The boilers and engine of the George L. Colwell will be placed in her, while the latter will serve as a towbarge. The steamer S. C. Baldwin is being thoroughly rebuilt. George King, of that town, is building a steamship, for the lumber traffic, which is well under way. Two harbor tugs are also being built there, one for the Toledo Transportation Company, and the other for Captain Thomas Hubbell, of Detroit, and both are nearly ready for launching. The Toledo Transportation Company is also having a large sized vessel built for the lumber trade.

Captain Wm. Mills is now the owner of the tug Oneida, having recently purchased her. The price is stated to be $4,500.

The barge Wm. Young is undegoing a rebuild at Marine City.

The tug Charles Kellogg, owned by Murphy Bros., of this city, is having a new crank.

There is but little or nothing to note in the line of vessel exchange at Detroit, aside from what has already been reported, although within the past few days parties have been here trying to negotiate to that end. Those having vessel stock for sale hold prices at pretty firm rates, evidently anticipating better times the coming season. The seekers, on the other hand, feel rather chary as to such results, and accordingly, leave as they come.

The weather has moderated down to a thaw, and it is hoped will relieve the ice embargo and open a free channel to steamers, which thus far this season have been delayed to the extent of many thousands of dollars. Another effort will doubtless be made, ere long, for a bridge across the river, otherwise a tunnel must be the alternative.

Reverting to the past history of our lake marine, there were plying on Lake Erie twelve steamers, seven of them being in commission the season previous, with more or less change of masters. The names and routes are as follows:

Buffalo and Detroit—Steamer Niagara, Captain C. C. Stannard; Delaware, Captain C. Blake; Henry Clay, Captain W. Norton; Enterprise, Captain George Miles; S. Thompson, Captain A. Walker; W[illegible]enn, Captain John F. Wight; Superior, Captain W. T. Pease; Pennsylvania, Captain John Fleeharty. The latter boat came out in the fall of 1832, making three trips between Buffalo and Detroit.

The steamer Wm. Peacock, Captain Thos. Wilkins, plied, during that season, between Buffalo and Portland, on Lake Erie, and the steamer Pioneer, Captain Levi Allen, between Sandusky and Vistula (now Toledo.) A Canadian steamer, the Adelaide, 230 tons Captain E. H. Molloy, ran between Chippewa and Amherstburg, calling occasionally at Detroit. The steamer Gen. Gratiot, Captain Arthur Edwards, between Detroit and Port Huron, and the Argo, Captain John Burtis, between Detroit and Swan Creek.

It was during this season that the first

[Continued on 5th page].

MARINE LAW.

U. S. Circuit Court, District of Conn.

New York, Lake Erie and Western R. R. Co. against the steamer Pegasus.

Wallace, J.

The proofs in this case fully sustain the conclusions of the court below as expressed in the opinion of the District Judge, except as to his finding that there was no fault or negligence on the part of those of the Pegasus in not seeing the tug and barge until too late to avoid a collision. The learned District Judge states in his opinion that he cannot find why the two vertical white lights on the flag-staff of the tug and barge were not visible to the steamer although they were burning brightly. The reason why the red and green lights on the tug were not seen is obviously, as he finds, because they were hidden by the barge from the time the tug swung under her starboard wheel for the East river, thus bringing the barge between her and the Pegasus. The two vertical lights were supended on the flag-staff of the tug, one about a foot above the other, and the lower light was twenty-one feet above the water. It is possible that these lights may have been somewhat obscured from the Pegasus by the pilot house of the barge at times while the vessels were approaching each other, but in the constantly shifting positions of the vessels they could not have been hidden continually, and those in charge of the Pegasus do not rely upon any such theory, but insist that there were no lights on the tug, and none were to be seen when the vessels collided.

These lights ought to have been seen during the time the Pegasus was on her northeast course, which covered three quarters of a mile, and in the absence of any fact to explain why they were not seen there can be no other rational conclusion except that it was owing to some relaxation of vigilance on the part of the Pegasus. Precisely where this negligence should be located is not important; it suffices that there was failure to see them when they were plainly visible to those in charge of the steamer if they had used due diligence.

Agreeing with the District Judge that the tug was in fault, and that the conduct of her captain was grossly negligent in keeping under his starboard wheel when the green light of the Pegasus had been closed upon him for so long a distance, and in attempting to keep his course when his signals had not been answered, and when he had reason to know that the Pegasus was making for her usual landing, nevertheless the collision was attributable solely to the tug. As the District Judge states in his opinion: "It is manifest that if the Pegasus had seen or ought to have seen the lights of the tug and barge her management was negligent, and she was in fault.

In such a case the damages must be apportioned between the offending vessels. Even gross fault committed by one of two vessels approaching each other from opposite directions does not excuse the other from observing every proper precaution to prevent a collision; and when if such precaution had been observed the collision would have been avoided the loss should be divided. (The Marie Martin, 12 Wall. 31.)

A decree is accordingly ordered dividing the loss, with a reference to a master to ascertain the amount. No costs are allowed to either party against the other in the court below, but costs of the appeal are awarded to the libellant.

LIBEL FOR SALVAGE.

U. S. District Court of Oregon, Dec. 18th.

Pacific Coast Steamship Company claimed salvage, which was resisted. It appears that on September 4, 1883, the steamship Queen of the Pacific, then being of the value of $550,000, while on a voyage from San Francisco to Portland with a cargo of not less value than $200,000 and 300 passengers, grounded about noon in a dense fog, on Clatsop Spit, at the mouth of the Columbia river, and, on the following day, at or near tide, in the afternoon, was pulled off by steamtugs under the direction and management of the libellants, after throwing overboard about one-fourth in value of her cargo, and allowed by the salvors to proceed on her voyage to Portland.

Judge Deady rendered a decision in favor of the libellants of which the following is syllabus:

"A ship and cargo were saved from a common peril after a considerable jettison of the latter and allowed by the salvors to proceed to their destination, where the saved cargo wes delivered by the master or agent to the consignees without contribution for salvage or jettison, but on the deposit by each consignee of a sum of money equal to 20 per centum of the value of the cargo delivered to him 'to cover general average' and the execution of a bond for the payment of his proportion of the 'losses and expenses' consequent upon such perils; Held: (1) That the salvage service being for the benefit of both ship and cargo the expense thereof constituting a general average; and (2) That in a suit against the ship and cargo for salvage the libellants might elect to treat such deposit so far as a substitute for the cargo delivered, and require the agent of the vessel, under admiralty rule 38, to bring the same into court to answer the exigency of such suit."

GENERAL NEWS.

Jules Verne has ordered the construction, by a firm at Nantez, of a large, strong vessel, in which he intends to cruise in the Antarctic Sea to collect materials for future romances.

The Hennepin canal people have decided not to risk the defeat of both bills for the construction of the Hennepin canal and the enlargement of the Illinois and Michigan at one time. They will bring forward the former first.

Of the thirty-three custom houses in the United States whose receipts are less than the cost of collecting, no less than thirteen are in New England. This makes up, in some degree, for the river and harbor bill waste of other sections.

The harbor at Aspinwall is said to be so overcrowded that vessels are forced to wait weeks for a chance to unload. Things are booming on the Isthmus however it may ultimately fare with the stockholders of the De Lesseps canal company.

An Australian company ships four thousand carcasses of frozen mutton to London, England, every month. This new enterprise is hailed with enthusiasm by the ship owners an sheep raisers of Australia, and especially by the poor of the manufacturing districts of England.

Of the 243 winners of yacht races in En-g land last season 202 were cutters, 32 yawls and 9 schooners. The others were steamers and luggers. The highest winnings wese by the Samœna, $6,100. The yawl Neptune won $3,705. The largest yawl on the list of winners was 125 tons, and the smallest 3 tons.

The bill for the ship canal around Niagara provides for its construction in Niagara county, New York, to connect the navigable waters of Lakes Erie and Ontario, and for beginning the surveys for the work within six months after the passage of the act, the location of the canal to be made by a board of five commissioners appointed by the President.

There is now in the registry office of the United States Circuit Court in New York awaiting claimants upwards of $15,000, wages due sailors who have died on shipboard or been lost at sea, which have been deposited in accordance with the United States statutes in the court. These dead seamen hailed from all parts of the world, and the money in question can only be paid to their next of kin.

Notwithstanding the heavy losses in the Gloucester fisheries last year—seventeen vessels aggregating 1,119 tons—there was a substantial increase in the fishing tonnage. During the year forty-six new vessels were built, aggregating 3,635 tons, the increase being larger than for any other year since 1875. The Nova Scotia fishing ports show an unexampled increase of tonnage, having added fifty one vessels, aggregating 3,186 tons, during the year.

A joint resolution was introduced in the House by Mr. Long, tendering the thanks of Congress to the officers and men of the steamer Dexter and the men who manned the lifeboat at Gay Head for their brave conduct in rescuing survivors at the wreck of the steamer City of Columbus, and especially to Lieutenant Rhodes, who twice swam to the steamer, and rescued two men clinging to the rigging. The resolution was passed.

The Cape Breton Herald understands that "the promotors of the proposed steamship line between Cape Breton and Boston are meeting with fair success, and thinks that the line, if established and properly managed, cannot fail in making handsome returns on the capital invested. There is naturally a trade between these places, and if there were proper facilities in quick shipments and speedy returns the trade would largely increase."

The heavy reduction of wages in Scotch shipyards and the discharge of many workmen, like the large number of ocean vessels offered for sale in Great Britain, show that the seas are overstocked with ships. The case is a parallel one with the prevailing depression in American railway stocks and the lack of business in car and locomotive works in the United States. The energy of British commercial activity is expended on water, while here its strength is used upon land.—*Leader, January 24th.*

Tower, formerly supervising inspector of steam vessels, has filed charges with the Secretary of the Treasury against General Dumont, inspector general of steam vessels, of malfeasance in office in connection with his (Tower's) removal from office and the appointment of Mr. Starbuck in his place. It will be remembered that Tower was removed with considerable trouble after a long and stubborn resistance to the Secretary's demand for his resignation. Treasury officials do not attach much importance to the charges.

NAUTICAL LITERATEURS.

NEW YORK, January 28.

Special Correspondence of the Marine Record.

Of late years a great reaction has set in, in favor of the moral and physical improvement of seamen, both in the United States and the United Kingdom.

This kindly interest in those who "go down to sea in ships" has been brought about, to a great extent, by the remarkable pen pictures of practical life at sea written by the now distinguished author and novelist, W. Clark Russel, the J. Fennimore Cooper of modern times. It may be said of Mr. Russell, that he was one of those few men who went to bed at night unknown to the world and arose the next morning famous, such was his remarkable and rapid stride from obscurity to fame. In him are blended the qualities which are very seldom met with nowadays, since Captain Marryatt, Mayne Reid, Fennimore Cooper and Richard H. Dana threw off the mortal coil, viz., seamanship and authorship. Having served eight years in the British merchant service, both before and abaft the mast, he knows whereof he speaks when he relates with minute detail their sailors' sorrows and hardships. He is a true sailor at heart and fully sympathises with those with whom it was his lot to live in the forecastle and in the cabin. On this account his works have already been read and laughed and cried over by hundreds of thousands throughout the civilized world, just as Mrs. Harriet Beecher Stowe's immortal "Uncle Tom's Cabin," was studied in the days of yore by the friends of the bondmen. It is well for the white slaves of the sea that they have such an advocate and champion as Russell has proved himself to be by writing "My Watch Below," a book which has done more to bring the sufferings of mariners before landsmen than any other work ever published, excepting one, which is known to every schoolboy, viz.: "Two Years Before the Mast," by Richard H. Dana, whom Mr. Lovell used to call Richard III.

Although Mr. Russell is only a comparatively young man, say about thirty-three years of age, judging from his portrait, which now lies before me, he has already won a world-wide reputation as the most scholarly and expert writer on marine topics Great Britain has ever produced. He has compiled a very valuable volume, which is not generally known in this country. Although it is a work of reference it has no superior. The title of this encyclopedia is "Sea Phrases," and its name fully implies the nature of its contents of instructive information. The prolific products of his brain and pen have brought him not only great honors, but also a large remuneration.

Two of his latest volumes have been issued in newspapers before the publishers got them. The first, "Round the Galley Fire," appeared in the London Telegraph, but is now reproduced in Harpers' Franklin Square Library. The second is at present entertaining the readers of Longman's (London) magazine, monthly, and the Sunday readers of the New York Tribune. "Jack's Courtship" is the suggestive title of this his latest love story. "Auld Lang Syne" does not sound very nautical, yet it is one of the best productions of Mr. Russell's genius. It is acknowleded by all shipping men that "Round the Galley Fire," is his master work and that it will have a larger number of admirers among literary critics than any book of the sea heretofore launched While we applaud this British seaman and navigator for his interesting and enlightening narratives in nautical literature, we must not forget to say a word in praise of one who is now dead but yet speaketh. This eminent American was Richard H. Dana, of Boston, the author of "Two Years Before the Mast," a book of personal experience at sea in the brig Pilgrim in a voyage from Massachusetts round the "Horn" to California prior to the days of steam. This popular sketch of a sailor's life in the forecastle of a Yankee square-rigger will last as long as the wind blows. It will be read when sailing ships no longer exist and when steamers no longer carry yards. The author of this work belonged to a family of *literateurs*, his father being the author of the thrilling poem "The Buccaneers." Mrs. Mary J. B. Dana was the mother (authoress) of the "Young Sailor," a sea story founded on fact, also the "Landsman Turned Sailor;" a yarn in short pieces. Richard H. Dana has had numerous imitators, among whom are Frank Jordan, the author of "Two Years Abaft the Mast," a sketch of life on the quarter deck of a merchantman; "Four Years Before the Mast," by W. H. Wilkins, and "Four Years Abaft the Mast," by H. K. Gregory. "Two Years Abaft the Mast" was issued in 1880, by Admiral Brothers, Jacksonville, Fla., for 75 cents and $1 per copy.

G. FOSTER HOWELL.

EXPLOSIONS ON THE LAKES AND RIVERS.

Special Correspondence Marine Record.

DETROIT, January 28.

Since the era of steam on the Northern lakes and rivers a casual glance at the records exhibits the fact that eighty-two explosions have occurred which resulted in the loss of 504 lives, not enumerating others which resulted, fortunately, without loss of life. They are as follows:

1830. Steamer Wm. Peacock, near Buffalo, 15 lives lost; steamer Adelaide, on Lake Erie, 3 lives lost.

1835. Steamer Commodore Perry, (twice) Lake Erie, 6 lives lost.

1838. Steamer Gen. Vance, Detroit river, 9 lives lost.

1840. Steamer Erie, Detroit river, 6 lives.

1848. Propeller Goliah, Lake Huron, 18 lives.

1849. Steamer Arg o, Detroit river, 6 lives

1850. Steamers America, Lake Erie, 16 lives; Troy, Lake Erie, 20 lives; Gen. Wayne Lake Erie, 60 lives.

1851. Steamer Comet, Oswego, 8 lives.

1852. Steamer Forest City, Lake Erie, 3 lives.

1853. Propeller Independence, Sault Ste. Marie, 12 lives.

1854. Propeller Troy, Lake Michigan, 1 life.

1855. Propeller Oregon, Detroit river, 17 lives; propeller J. W. Brooks, Lake Erie, 3 lives; tug Seneca, Lake Michigan, 3 lives; propeller Fintry, Lake Erie, 8 lives.

1856. Steam Ferry No. 2, river St. Lawrence, 38 lives; tug Eclipse, Chicago, 3 lives.

1857. Propeller Inkerman, Toronto, 3 lives; tug Stillman Witt, Buffalo, 6 lives; steamer Arrow, Lake St. Clair, 2 lives; tug N. P. Sprague, Detroit river, 7 lives.

1858. Tug Hercules, St. Lawrence river, 7 lives; steamer Canada, Lake Erie, 3 lives; tug J. H. Bloore, Lake Ontario, 3 lives.

1859. Propeller Ohio, Lake Erie, 2 lives; steamer Swift, St. Clair river, 1 life; propeller Lady of the Lake, Lake Erie, 3 lives.

1860. Propeller Mohawk, St. Clair Flats, 5 lives; propeller Kenosha, Lake Michigan, 9 lives; tug A. B. Fish, at Detroit, 5 lives; propeller Mt. Vernon, Lake Erie, 2 lives.

1861. Tug D. P. Rhodes, Maumee river, 2 lives.

1862. Tug Zouave, Lake St. Clair, 4 lives; tug Union, Lake Michigan, 3 lives.

1863. Steamer Clyde, St. Lawrence river

1 life; propeller Tioga, Lake Erie, 4 lives tug Crawford, at Chicago, 3 lives.

1864. Propeller Nile, at Detroit, 2 lives; tug Whip, at Chippewa, Ontario, 1 life; steamer Algomah, on Lake Michigan, 1 life; tug Seneca, at Detroit, 2 lives; propeller Tonawanda, Chicago, 2 lives; steamer Pontiac, Grand Haven, 3 lives.

1865. Tug Success, Chicago, 1 life; tug Fanny White, Bay City, 1 life; tug F. Spafford, Chicago, 1 life.

1866. Tug Ellen O'Brien, Niagara river, 1 life; propeller Trader Lake Huron, 3 lives; tug Red Jacket, Chicago, 3 lives.

1867. Tug H. Johnson, Saginaw, 4 lives; tug W. K. Muir, river St. Clair, 7 lives.

1868. Propeller Governor Cushman, Buffalo, 12 lives; tug Old Jack, Cleveland.

1869. Tug Asa Cowell, Cleveland, 1 life.

1870. Propeller Guilding Star, Port Maitland, Lake Erie, 7 lives lost; tug Tornado, Oswego, 3 lives.

1871. Propeller Lake Breeze, Bay City, 2 lives; tug B. B. Jones, Port Huron, 8 lives; propeller Maine, Ogdensburg, 4 lives.

1872. Tug Niagara, Detroit, 1 life.

1873. Tug G. W. Farran, Port Huron, 1 life; tug E. Gallagher, Lake Michigan, 1 life; tug E. L. Anthony, Milwaukee, 1 life.

1874. Tug Tawas, Lake Huron, 8 lives; tug Starkweather, Cleveland, 1 life; propeller Brooklyn, Detroit river, 14 lives.

1875. Steambarge E. Thompson, Bay City, 2 lives; tug R. R. Hifford, Buffalo, 2 lives.

1876. Tug J. W. Bennett, Mackinaw, 5 lives.

1879. Steamer Alaska, Lake Erie, 3 lives; tug C. W. Parker, Chicago, 4 lives; tug Black Ball, Chicago 2 lives.

1881. Tug A. B. Ward, Chicago, 5 lives.

1882. Tug American Eagle, Lake Erie, 6 lives; steamer Richelieu, river St. Lawrence, 4 lives; tug Wietzel, Lake Michigan, 3 lives.

1883. Propeller Colorado, Lake Erie, 4 lives; tug Erie Belle, Lake Huron, 4 lives.

SOME EARLY HISTOY.

The first United States light vessel for the guidance of vessels at the head of Mackinaw Straits, or passing Skillagalee was the schooner Louis McLane, built at Detroit and launched from Oliver Newberry's dock in 1832, and stationed soon after at the above place. The first attempt toward the construction of a lighthouse at Chicago was in 1831, and was to have been completed in the fall of that year. It was a failure, owing to the quicksand over which it was built. One also at Thunder Bay Island the same year was destroyed before completion, owing to the near approach of the swells of Lake Huron, and the washing out of the mortar between the stones. The loss of the schooner Supply is mentioned as having occurred in Mackinaw Straits, November, 1832, freighted with 150 pounds of salt. She bilged and sank in about three feet of water. She was owned by the mission at Mackinaw, and her loss was attributed to the inefficiency of the crew, who had but little experience in lake navigation.

For the improvement of Cleveland harbor, on Lake Erie, in 1827, $19,000 was expended under the administration of John Q. Adams. And for the building of two piers at Oswego harbor, Lake Ontario, $33,348.64.

On Lake Ontario in 1818, the steamer Ontario, the first on the lakes, was commanded by Captain Robert Hugunin, and in 1827 by Captain P. Ingalls. The agencies were C. Hotchkiss, Lewistown; O. Hathaway, Youngstown; Alvin Bronson and Matthew McNair, Oswego; P. Butterfield, Sackett's Harbor; Ainsworth & Lee, Cape Vincent: A. Chapman & Co., Morristown; John C. Bush, Ogdensburg.

Prices current at Detroit in 1818 were as follows: Flour, $8.50 per barrel; pork, $26.00 per barrel; whisky, $39.50 per barrel; beef, 10 cents per pound; corn, $1 per bushel; potatoes, 75 cents; turnips, 50 cents; cheese, 16 cents per pound; lumber, $15 per M; butter 25 cents per pound, and port wine 50 cents per gallon.

J. W. H.

The first general repair of the highways of England was directed about the year 1285.

Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 33 St. Clair Street. Telephone 118.

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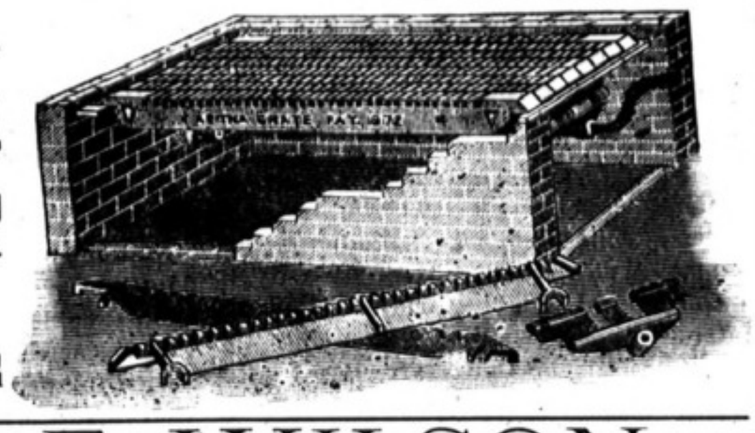
This Improved Shaking Grate Especially Adapted to Burning Slack.

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



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SUB-MARINE DIVER.

All Kinds of Water Work

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PENFIELD BLOCK CO,

Lockport, New York, are Sole Manufacturers of the

Celebrated "Anchor Brand" Tackle Blocks,

ALL STEEL, ROLLER BUSHED

OR WITH

Our Self-lubricating Phosphor Bronze Bushings.

The metal in these Bushings is the Celebrated Phosphor-Bronze, the best bearing metal in the market, and being perfect lubricators they are fast superseding all other styles. For sale by SHIP CHANDLERS everywhere.

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PLEASURE BOATS AND SAILING AND STEAM YACHTS, YAWL BOATS, SPOON OARS, STEERING WHEELS, ETC.

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FOR SALE,

STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long. 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

TO PRESERVE THE HEALTH

Use the Magneton Appliance Co's

Magnetic Lung Protector!

PRICE ONLY $5.

They are priceless to LADIES, GENTLEMEN AND CHILDREN WITH WEAK LUNGS; no case of PNEUMONIA OR CROUP is ever known where these garments are worn. They also prevent and cure HEART DIFFICULTIES, COLDS, RHEUMATISM, NEURALGIA, THROAT TROUBLES, DIPTHERIA, CATARRH, AND ALL KINDRED DISEASES. Will WEAR any service for THREE YEARS. Are worn over the under clothing.

CATARRH, It is needless to describe the symptoms of this nauseous disease that is sapping the life and strength of only too many of the fairest and best of both sexes. Labor, study and research in America, Europe and Eastern lands, have resulted in the Magnetic Lung Protector, affording cure for Catarrh, a remedy which contains NO DRUGGING OF THE SYSTEM, and with the continuous stream of Magnetism permeating through the afflicted organs, MUST RESTORE THEM TO A HEALTHY ACTION. WE PLACE OUR PRICE for this Appliance at less than one twentieth of the price asked by others for remedies upon which you take all the chances, and WE ESPECIALLY INVITE the patronage of the MANY PERSONS who have tried DRUGGING THEIR STOMACHS WITHOUT EFFECT.

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NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try a pair of our Magnetic Insoles, and be convinced of the power residing in our Magnetic Appliances. Positively *no cold feet where they are worn, or money refunded.*

I CURE FITS!

When I say cure I do not mean merely to stop them for a time and then have them return again. I mean a radical cure. I have made the disease of FITS, EPILEPSY or FALLING SICKNESS a life long study. I warrant my remedy to cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my Infallible Remedy. Give Express and Post Office. It costs you nothing for a trial, and I will cure you.

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New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Sleeping coach from Cleveland Hornellsville Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a m., 7:45 a. m., 12:55 p. m., and 3:45 p m

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh. 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m, 6:30 p. m., 10 20 a m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	
Port Clinton Accommodation	†10 37 A M	
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express		*3 37 P M
Conneaut Accommodation		4 22 A M
Nottingham [Sunday only]	9 44 P M	
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk		†6 12 A M
Conneaut Accommodation	†8 12 A M	
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation		† 4 32P M

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

BEE LINE

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

Equipment New and Comprising all Modern Improvements.

☞Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager.
O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C. L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L & W. Acc	9:10 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18. 1883, and until further notice:

GOING EAST.

Lv. Chicago	7.47 a. m.		
Arr. Valparaiso	9.37 "		
" Fort Wayne.	1.00 p. m.		
" New Haven..	1.35 "		
" West Leipsic.	3.45 "		
" Arcadia	4.44 "		
" Fostoria	4.57 "		
" Green Springs	5 44 "		
" Bellevue	6.12 "		
Lv. Bellevue	6.22 "	7.52 a. m.	
Arr Cleveland	9.02 "	10.22 "	Accom.
Lv. Cleveland		10.27 "	3.52 p. m
Arr Painesville		11.33 "	5-05 "
" Ashtabula		12 25 p. m.	6.03
" Conneaut		1.07 "	6.32 "
" Erie		2.09 "	
" Dunkirk		3.47 "	
" Buffalo		5.22 "	

GOING WEST.

Lv Buffalo	9.47 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.17 "		6.17a. m.
" Ashtabula	2.50 "		6.46 "
" Painesville	3 44 "		7 43 "
" Cleveland	4.52 "		8.57 "
Lv Cleveland	4.57 "	6.47 a. m.	
Arr Bellevue	7.37 "	9.17 "	
Lv Bellevue		9.22 "	
" Green Springs.		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1.52 "	
" Valpraiso		5.55 "	
" Chicago		17.52 "	

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

Rocky River Accommodation departs at 6:20 a. m and 2:15 p m.

Euclid Accommodation departs at 7:30 a m and 10:12 p m. All trains daily except Sunday.

GOLD for the working class. Send ten cents for postage and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening. That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure Don't delay Start now. Address STINSON & Co., Portland, Maine.

$66 a week at home. $5 00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, Write for particulars to H. HALLETT & Co., Portland, Maine

The Marine Record.

Entered according to the laws of the United States at the Post Office at Cleveland as second-class matter.

Published weekly at No. 2 South Water street, Cleveland, Ohio.

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00

Invariably in advance.

The MARINE RECORD can be found for sale at the following places:

No. 2 South Water street, Cleveland.
Joseph Gray, No. 284 South Water street, Chicago.
D. McMasters & Co., Sarnia, Ontario.
Wm. Godley, Escanaba, Michigan.
J. E. Somerville, Manistee, Michigan.

Articles, letters and queries on all subjects are solicited.

☞ The Editor assumes no responsibility for the opinions of correspondents.

To insure notice, contributors must give name and address, and write on one side of the paper only.

BRANCH OFFICE, 242 SOUTH WATER STREET, CHICAGO.

ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

THE Supreme Court has decided that vessel property must be assessed in the town in which the owner resided, or where such property is tied up when not engaged in active trade.

THE shipping bill, recently reported from the select committee on shipping is perhaps the most important measure before the House, and it is expected a motion will be made by General Slocum to-morrow to proceed to its consideration in committee of the whole.

LIEUTENANT RHODES, of the revenue marine service, who distinguished himself at the Columbus disaster on the Massachusetts coast Friday, is a Connecticut man, 33 years of age. He has been in the service eleven years, and is said to be a quiet and faithful officer.

CARIBOO ISLAND, on Lake Superior, which lies in British waters, and is well known as a very dangerous locality, is to be provided with a good and efficient lighthouse. The means to that end, it is stated, will be appropriated by the Dominion Parliament at its present session.

RAND, AVERY & CO., publishers and printers, Boston, Mass., have in hand a thrilling tale of Mormonism, which they intend to circulate by subscription in the near future. This book, it is hoped, will serve a purpose not unlike that obtained by "Uncle Tom's Cabin," which was published by this firm. It will be handsomely illustrated.

MRS. MARY MILLER, of Louisiana, who sometime ago made application for a license, is about to become a captain. Congressman Kellogg on the 19th inst., argued her right before the solicitor of the Treasury, who finally acknowledged that there was no law to prevent her holding a license, and so decided. Secretary Folger will, therefore, order her license issued.

SECRETARY CHANDLER reported to the Senate that there were ninety-two vessels on the naval register in November. 1883. Of those twenty were built prior to the rebellion, thirty-one during the war, and forty-one since the close of hostilities. The original cost of the ninety-two vessels was $40,796,612 and repairs $41,200,822, makes the total cost $81,997,435. The repairs exceeded the original cost $404,209.

IF the engineer who put a brick on the safety valve of the boiler in a tannery at Rochester were the sole victim of the explosion which naturally followed, the accident would have been a sad one even then; unfortunately four other men were killed as a result of his stupidity, and a number more were badly hurt. If the labor organizations to which so many of the firemen and engineers throughout the country belong would take some steps to prevent ignorant or careless men from being put in charge of so dangerous a piece of machinery as a steam-boiler, they would be attending to a matter which concerns themselves and their families nearly as much as the wage question.

As a matter of course, the papers along the lower rivers are greatly incensed at the Hennepin canal people. The St. Louis Republican calls them the "Hennepin canal grabbers," charges that they are only the advance guard of a long army of ditch projectors, which is waiting a favorable time for an attack upon Congress. It says: "A bill appropriating money to construct the Hennepin canal would be the entering wedge to break open the national strong box, and a breach once made it would be hard to stop the leak." A good deal of this wild talk must be looked upon as scare-crow hallooing set up by friends of the lower rivers to divert attention while they are picking away at the "strong box" from the rear. Congressmen will do well to keep a sharp eye upon all quarters. It will take all their shrewdness and discrimination to determine just how much concern the national government has in canal schemes, which must be decided by the actual amount of benefit the canals are likely to be to inter-State commerce. If this is outweighed by the benefits to accrue to a particular State or two or three States, the States themselves should pay for them.

THE OCEAN TRADE.

Mr. John Roach, who, however illogical some of his schemes may seem, is a man of energy, and is doing more than any other one individual to build up American shipping on the high seas, has carried the New York Board of Trade and Transportation against free ships, that is, against the right of foreign built ships to American register when not owned by Americans. His program, beside this, includes the exempting of vessels in the foreign trade from State or local taxation, thus putting them upon an equal footing with British ships, which are taxed only one per cent. on their net earnings, and therefore pay no tax at all except as they realize profit. Again American vessel owners are required to pay three months' wages to sailors discharged abroad above what they have actually earned; to bring home shipwrecked seamen at a certain price irrespective of distance; and are subjected to consular exactions not imposed by other countries. It is Mr. Roach's plan to place our vessel owners upon an equal footing in these respects also. Thus far he is right. His manner of raising subsidies, however, is plainly open to exceptions. It is for a tonnage tax of twenty cents per ton per 1,000 miles on foreign vessels, from which American vessels should be exempt, the proceeds of the discriminating tax to be divided among American vessel owners. Such a tax would not put a penny into the pockets of American vessel owners, for the simple reason that other countries would retaliate in kind and the relative positions would be maintained. We believe in subsidizing American shipbuilders, but it must be done in a way that will benefit them. Our plan of protecting home manufactures by imposing a duty on articles imported from abroad, as any one can see after a little thought, contracts our trading with foreign countries and is, therefore, detrimental to our foreign carrying trade. It is but right that vessel owners should be benefitted alike with manufacturers; and when protection fails, as it does, they should be subsidized. We do not, however, believe in adopting free trade to give vessels employment, as that would bring a host of evils to other industries; therefore, the only way out is to relieve them from unjust taxes and encourage them in other ways. How it is to be done we shall not at present inquire, but it can not be done in the way suggested by Mr. Roach.

THE ERIE LIGHTHOUSE.

The Erie board of trade is determined to have the lighthouse at that port restored, which was removed by the government in the face of earnest protest from the lake marine interests. A committee appointed by the board has concluded its labors and made a draft of a memorial to Congress, which embodies the views of marine men and merchants. The judge of the 6th judicial district is chairman of the committee, and, with four other influential gentlemen, has signed the memorial in behalf of the board of trade. The memorial severly criticises the action of the government, which abolished the light and sold the valuable property for $2400. It appears that the members of the Lighthouse Board at Washington profess to know more about the value of the light to mariners than do the mariners themselves. One of the board stated to an Erie gentlemen who went to Washington in the interest of vessel owners, that these lake captains deluded themselves into thinking the light a serviceable one, and that the board, with its great influence and scientific resources, was better able to judge of what was best for lake captains. This light was established at the time when Commodore Perry was building his fleet in Erie harbor, and when the entire shipping in the merchant service of Lake Erie consisted of a few small schooners. It has stood through nearly three generations, a monument to the wisdom and forethought of the distinguished civil engineer who recommended its location at that spot. Not less than $100 000 had been expended on the structure, and the cost of maintaining the light was a mere bagatelle. In all the years that passed since it was erected no complaint was made; on the contrary its usefulness was demonstrated in hundreds of instances, and yet within a few weeks of the appointment of Captain Haywood, of the Michigan, to the position of lighthouse inspector. This valuable aid to navigation was demolished.

LARGE AND SMALL SHIPS.

We have long felt it to be one of the inevitable facts of the logic of events, though not deeming it necessary or politic to express too decided an opinion, that sooner or later the grain and coal traffic of the great lakes would, in order to be profitable to the carriers, be relegated to the large steam craft. To compete with railroads one thing has become absolutely necessary, namely, certainty as to length of time required to dispose of a cargo. To compete with railroads another factor steps in, which is quite as important, and that is, the quantity to be carried by the vessel. The rate of speed of a 600 ton or a 20,000 bushel vessel is about the same as that of a 900 ton or a 40,000 bushel vessel, while the total profit must be in favor of the latter. This fact is useful only as a parallel, for within late years it has been pretty thoroughly demonstrated that even the larger of the two craft mentioned cannot make reasonable profit in the coal or grain trade. The Union Steamboat Company, of Buffalo, is among the first to take active measures in the light of this logic. The company has disposed of the Jay Gould, Hazard and Georger, three vessels with a capacity of 2,680 tons, and will build a propeller of 2,300 tons, which will yield a much larger profit than all the others. The new boat is to be built of steel, another point of particular interest in many ways, and will run between Buffalo and Duluth. It is calculated her being of steel will give her a carrying capacity of three to five hundred tons more than the propeller H. J. Jewett, as it will make her very much lighter than the Jewett, though of about the same size, on account of the Jewett being built of iron. The new steamer will be much faster than the Jewett. She is designed to attain a speed of eighteen miles an hour, making it possible to cover the distance between Buffalo and Duluth in three days. Like the other steamers of this line, she will carry passengers as well as freight, so that she will come in direct competition with the railroads in all ways, with the additional certainty of making money atall events. As the Buffalo Courier said in an article printed in the MARINE RECORD last week, "the change to be made by the company, from three vessels to one, will put it in a condition to make money beyond a doubt, a thing it had great difficulty in doing with those disposed of." The project carries in all respects its own lesson, one which vessel owners will not be slow to perceive. But this is not the only evidence of the approaching revolution in the carrying trade of the lakes. In the Oneko the builders and owners have shown the superiority of the large and staunch steamship, her enormous carrying capacity having demonstrated the economy of her grand proportions; and it would not be amiss to add that her builders, the Globe Iron Works, have well under way another equally fine iron steamer which we describe in the following lines: Length over all, 261 feet; length of keel, 246 feet; breadth of beam, 37 feet; depth of hold, 22 feet. She will have two decks and six hatches, and will carry three masts. Her main kelson is three feet four inches in depth, and her floor 1 foot 6 inches deep. She will have three sister kelsons on each side of the main kelson, running fore and aft on top of the floor. Her frames are of steel, 4x6, which is an entire new feature on these lakes, and will be of the same weight as though made of iron, thereby adding greatly to the strength of the vessel. The main deck is 3½ inches and the spar deck 3 inches. The iron and steel plating will be of the following thicknesses: Seven-eighths, three-quarters, five-eighths, and one-half inch. Her bottom and sides to above the upper turn of bilge for sixty feet aft of the stem will be of steel and the remainder of iron. She will have a water bottom capable of holding 600 tons of water ballast, which will be divided into six water tight compartments on each side, a a collision bulkhead twenty feet aft from the stem, carried up to the upper deck. The main deck from the bulkhead forward is of iron, which converts the forepeak of the vessel into a water tank capable of holding 100 tons of water, which can be filled when necessary to trim the vessel in heavy weather. The three freight holds are divided by iron water tight bulkheads, giving her five water tight bulkheads, one at the collision bulkheads two in the freight holds, one at the fore side of the engine and one aft at the stuffing box. Her hatches and hatch combings and boiler house will all be of iron, similar in every respect to the steamship Onoko, built at this yard two years ago. From the model we have seen of the new ship she will no doubt attain good speed and be a good carrier.

In addition to the facts produced above the Detroit Drydock Company has contracted to build two steel propellers for the Western Transportation Company, to cost about $200,000 each. The dimensions given are as follows: Length, 270 feet; beam, 38 feet; depth of hold, 17 feet. They will be somewhat after the model of the propeller Boston, which is built of iron. We will give a detailed account of them at the proper time.

IRON MARKET REPORT.

CLEVELAND, January 29.

An improved movement is noted in the iron market with good prospects for the future. It is generally considered that the lowest prices have been reached, and the demand for working material is beginning with the opening of the year. It may be said that pig iron is moving briskly for this season and after the dullness experienced. Though there are large orders taken in Chicago for ore, the movement is not felt at this place, though there is a good demand, in fact better than for some time. Following are the quotations:

CHARCOAL PIG IRON.

No. 1 Lake Superior charcoal	$23 00@24 50
No. 2 Lake Superior charcoal	23 00@24 50
Nos. 3 and 4 Lake Superior	24 00@25 00
Nos. 5 and 6 Lake Superior	23 00@25 00
Nos. 1, 2, 3, 4, 5, Salisbury	35 00@37 00
Southern charcoal	27 00@30 00

Reported by E. L. Harper & Co., Cincinnati.

The business of the week has been large and has bordered on sprightliness. Inquiries continue numerous, and sales quite liberal. The indications that have steadily pointed to a more healthful condition of the iron interests are giving assurance at this writing of realization. The statistics of the condition of the furnaces January 1 reveal the facts that the furnaces in blast January 1, 1883, numbered 530, in '84 but 288. The furnaces out of blast January 1 '83 numbered 280, and in 84, 416 showing that of the 704 furnaces of the country nearly 60 per cent are out of blast. The demand temporarily is in advance of production and while many furnaces would promptly avail themselves of any advance that might occur, and quietely blow in, there is a strong probability of the demand continuing sufficient to take up all the good iron that can be profitably made during the spring.

We quote as prices current.

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 50 to $23 50
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	18 50 " 19 00
" " " No. 2	17 50 " 18 00
American Scotch, No. 1	19 00 to 19 50

GREY FORGE.

Neutral Coke	$16 75 to $17 25
Cold Short	16 25 " 16 75

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 75
" " warm blast	24 00 " 24 50
Lake Superior "Vulcan" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 50 " 27 50

[*Concluded from 1st page.*]

voyage was made by steamboat to Chicago, the S. Thompson, Captain Walker. Deming & Whiting, James Abbott, Hunt & Roby, H. V. Disbrow, and others were forwarders at Detroit; at Buffalo Gilston & Evans, Kimberly & Atwater, R. Hollister with others already noted in a former issue.

These were the times, and for many years subsequently, when there was no call for outside men to trim or discharge cargoes, or for elevating it, neither was the scalper abroad in the land, making it compulsory to hand over from $10 to $50 for the privilege of taking on a cargo. J. W. H.

CHICAGO.

The propeller Roanoke of the Commercial line will be sold here February 4, on a mortgage for $8,000 and unpaid interest.

In the suit of the Attorney General against the Chicago and Evanston Railroad Company to restrain the company from building a bridge over the north brauch of the Chicago river, a number of affidavits were filed on the 28th on behalf of the defendant. The affidavit of W. C. Goady stated that he was a director of the company from 1865 until 1872; that an injunction was obtained in 1865 by John Evans, a stockholder of the company restraining the directors from acting in their official capacity and from disposing of any certificates of stock. In 1872 the injunction was dissolved, and during that time the company was unable to go on with the construction of the road. The defendant company, together with the Chicago and Pacific Company, then laid tracks on Hawthorne and Southport avenues to Calvary Cemetery. After all this had been done and after the entire track, had been in use, the Attorney General filed this bill. In an affidavit filed by Jason C. Easton, the President of the company, it is claimed that the company had laid out over $400,000 in securing the right of way and constructing its road. Several other affidavits were filed with the intention of showing that the figures already used in giving the amount of travel of the Kinzie street bridge, are erroneous. The motion for injunction will be heard by Judgo Shepard and will probably occupy several days.

Assistant County Treasurer Brenan yesterday received the decision of the Supreme Court in the case of Halstead vs. ex-Collector Adams, of the South Town, in which it is held that the owner of vessel property has the right to list the same in the town in which he or she may reside or where the same may be laid or tied up, which in this case was the North Town, and that the collection of taxes by the South Town collector, on the ground that the property was registered at the custom house, which is in the South Town, is illegal. The decision, given by Justice Scott, is as follows: The facts in this case are very different from the facts in which the decision in Vogt vs. Ayer, 104 Ill., 508, was rendered. In the latter case the situs of the vessels and the places where their business was transacted was in the town of South Chicago. That fact being admitted, as it was by the demurrer of the bil', the town of South Chicago, it was held, was the place where the vessels assessed, in the language of the statute, Sec. 13, Revised Law, R. S., 1874, "belonged," or were "enrolled or registered, or licensed." or were "kept when not enrolled, registered, or licensed," and hence the conclusion was reached that the tax levied on the vessels in the town of North Chicago was without authority of law, although the owner resided in that town. There is no reason for departing from the principal of that case. The situs of a sailing vessel, as fixed by the statute for the purpose of taxation, is at one of three places: 1. In the county, town, city, or village, or district where such vessel belongs; 2. Where it is "enrolled, registered, or licensed;" and 3. Where it is "kept when not enrolled, registered or licensed." It is made the duty of the owner to list such vessel in one of the three places mentioned, as the fact may be, and when rightfully listed in one place it is not subject to taxation elsewhere. In the case now before the court the vessels were listed for taxation in the town of North Chicago, where the owner resided, and the allegation of the bill—which the demurrer admits to be true—is that the situs of the property assessed was at the time of such assessment and thence hitherto was and had been at the "place of residence" and the "municipality" where complainant resided, that is in the town of North Chicago. It is true the vessels assessed were each duly enrolled in the town of North Chicago, and were duly licensed for the coasting trade on the lakes, and navigable waters connected therewith, in accordance with the requirements of the laws of the United States. There is nothing, however, in the record that indicates such vessels or either of them were at the time of the assessment engaged in active trade. The mere fact that such vessels were enrolled and licensed would not of itself authorize any presumption that they were at the time engaged in navigation, and consequently, out of the home port. Unless that fact was made to appear it would rather seem the presumption would be the other way. The admission or demurrer of the allegations of the bill in this respect are that such vessels were not "engaged in navigation," were "permanently located and kept" in the town of North Chicago, and never "belonged" or were "permanently located" in the town of South Chicago. These vessels then "belonged" in the town of North Chicago, and it was the duty of the owner to list them for taxation in that town, as was done. That was the situs of the vessels at the time they were listed for taxation, and under the decision of Vogt vs. Ayer, that was the place where the vessels were subject to taxation. It follows, then, the assessments made by the assessor of the town of South Chicago on the vessels for the same year were without authority of law, and the taxes extended on the same against the owner should have been perpetually enjoined, as was asked to be done by the bill.

It makes no difference that the local officers failed to report the assessment of the complainant's vessels in the town of North Chicago that the taxes might be extended against the owner. Such vessels, as has been seen, were liable to taxation in that town; it was all the law required her to do. Complainant is in no manner to be prejudiced by the omission of the local officers to do their duty in the premises. She has offered by her bill to pay such taxes as ought to have been extended on her vessels. More than that the law does not require her to do.

The decree of the Circuit Court is reversed, and the cause remanded with direction to enter a decree in conformity with views expressed in the opinion

[The following owners had paid their tax under protest, agreeing to abide by the decision above given:

James L. Higgie—City of Chicago, Mary L. Higgie, John Miner, F. L. Danforth, $256. 16.

Wiley M. Egan—George, and Golden Fleece, $238. 28.

William Keith—Ida Keith, $89. 36.

C. W. Elphicke—Thomas L. Parker, City of Green Bay, $297.80.

L. Wilson—Annie L. Smith, $35.75.

A. G. Rowell—Tarrant, $38.77.

Thomas Hood—Flying Mist, Barbarian, L. Van Valkenburg, $151.95.

Jacob Johnson—North Cape, Tempest, G. B. McClellan, C. W. Parker, Cuyahoga, $205.63.

Charles J. Magill—Read Case, $59.95.

Total, $1,373.45.]

SANDUSKY.

Special to the Marine Record.

E. B. Mackey has sold his interest in the boats formerly owned by Groch and Mackey to Fred Groch.

The tug P. L. Johnson was sold by F. Groch to J. Hursby of Marquette.

F. Groch is giving the tug Myrtle a through rebuild, which will make her as good as new.

The postoffice and custom house building here has been repaired and improved at a cost of about $5,000.

The steamer Jay Cooke has been given a through rebuild here this winter.

A steambarge is being built here for Ohlemacher Bros., of this port. She is 105 feet in length, with width and depth in proportion.

The Sandusky Boat Club has ordered Abram LaChapelle, of Detroit, to build them two racing gigs for rowing regattas. The boats will cost $150 each.

KINGSTON.

Work on the new steamer Clayton, for the St. Lawrence steamboat Co., is progressing finely. The stem and stern posts are up, and the riveters have arrived. Half of the frames are in position. If fine weather follows another week she will be in frame. Mr. Pierce, the architect of the new steamer, has just finished a draft of her. She will be christened St. Lawrence.

The Kingston News says at the session of 1882 the sum of $12,500 was voted toward the removal of the top of Point Frederick Shoal, Kingston harbor, so as to obtain a depth of 15 feet during low water in Lake Ontario; and during the fiscal year the work has been vigorously prosecuted. Owing to the extent of this shoal and the material to be removed, being rock in places, at least three years will be required to complete the work. Expenditure during the fiscal year, $6,308.49.

GRAND HAVEN.

Wellington R. Burt et al., of Saginaw, on the 26th attached the ten vessels of the Michigan Barge Company, of this city, on an old ferry claim of $10,000. There are also other claims of large amounts against these barges.

The Michigan Barge Company, sold to Henry V. O'Brien, of Chicago on the 26th three barges, the C. O. D. for $3,000, Transfer for $3,500, and the Ataunto for $5,000. What the outcome will be is hard to determine.

SAGINAW.

The boilers of the steambarge Porter Chamberlin are being repaired here.

A new lumber barge, the carrying capacity of which will be 400,000, is being built at Mason's shipyard, for Henry Pendell.

The steamer L. G. Mason, which is being rebuilt, will come out in the spring a comparatively new boat. She is a permanent fixture on Saginaw river, being the oldest steamer running here. Captain John Rogers, her old master will command her the coming season.

Some important alterations are being made to the steambarge C. H. Green and the barges Rosa Sonsmith and Mattie C. Bell, preparatory to their engaging in the iron ore trade the coming season. They are all being double decked. The work on the Green and Sonsmith is about completed.

BAY CITY.

The steambarge Geo. King and tow of barges is one of the best that enters the port of Bay City. Captain Joseph Shackett who has purchased the interest of John Kuhn in the barges C. L. Young and Levi Rawson, has been a regular trader here for fourteen years—ten of which have been passed on board the King. This season he will pull the bell rope of the King, as he has so successfully done heretofore. Captain Nelson Blair, another popular vessel man will sail the Young. He was master of the barge Boscobel last season. The well known and reliable mariner, Captain Eldridge, will resume command of the Rawson when the season opens.

OSWEGO.

Secretary Folger has appointed Robert Chestnut boiler inspector for this district. His commision bears date January 14, 1884, and was granted by United States Judge Coxe, Supervising Iuspector Van Valkenberg and the collector of the port of Oswego, Mr. Chestnut is a practical machinist and engineer and deserves the congratulations of his friends.

PORT HURON.

The marine engineers of this city are about forming a subordinate lodge of the Marine Engineers' Association.

The Scotchmen of Port Huron celebrated the anniversary of Burn's birthday, at the Elliott House, on Friday evening, in the usual patriotic and jolly style.

A passage was effected between Point Edward and Port Huron on the 22d and the steam ferry International brought over the first train since the 19th. Unless another heavy dritt sets in from the lake little trouble will be experienced in keeping the channel clear.

The Commercial says Love & Schofield broke the 800-pound arm of a boiler punch last Tuesday. Mr. John Rudge and J. H. Fitzgerald got a new one ready for delivery on the 26th.

STURGEON BAY.

A gang of men is at work getting out piles for Captain Wm. T. Casgrain. The timber will be used on the harbor improvements at Sheboygan, on which works Captain Casgrain has a contract.

DULUTH.

The Times says tug P. L. Johnson, which ran in this harbor last season, has been purchased by a Pequaming lumber firm for $12,000. She was built in 1875 at Cleveland. She measures 149 tons and rated A2 last season She will be used in connection with the extensive lumber business of her new owner in the vicinity of Pequaming.

The Fero is gone. It was deemed cheaper to blow her to pieces than to float her and take her off private property. She was blown up Saturday.

Captain Robert Greenhalgh got up steam on his tug Mary Virginia on Wednesday, in order to be ready in case of emergency, fearing a flood in the river.

RIVERS AND HARBORS.

The Secretary of War sent to the House a detailed statement of the expenditures of the government on account of improvements of rivers and harbors from March 4, 1789 to June 30, 1882. The following is the recapitulation by States:

Alabama	$ 956,143	New Jersey	$ 987,496
Arkansas	315,000	New York	9,539,974
California	1,493,428	North Carolina	2,261,203
Connecticut	1,527,449	Ohio	2,857,031
Delaware	3,043,630	Oregon	649,305
Florida	6,803,530	Pennsylvania	1,067,101
Georgia	1,364,064	Rhode Island	733,613
Idaho	10,000	South Carolina	931,312
Illinois	2,352,355	Tennessee	85,500
Indiana	786,199	Texas	2,166,134
Iowa	2,499	Vermont	545,310
Kentucky	367,500	Virginia	1,683,375
Louisiana	147,809	Washington T.	5,500
Maine	1,404,889	West Virginia	1,387,588
Maryland	1,485,770	Wisconsin	4,616,496
Massachusetts	2,928,780	Dist. Columbia	253,202
Michigan	7,838,356	Miscellaneous	38,349,109
Minnesota	447,500	Repairs	3,976,022
Missouri	22,000	Surveys	4,951,421
Mississippi	295,175	Dredg. Mach.	1,115,321
New Hampshire	175,500		
Grand total			$105,796,401

PERILS OF OUR INLAND SEAS.

"I would rather cross the ocean twenty times, at this season of the year, than make one trip from the St. Lawrence river to Chicago on the lakes," said Captain Ira Brown, an old Lake Erie skipper. "The annual loss of life and property on the lakes is proportionately very much greater than it is on the Atlantic Ocean, and you may always expect to hear of disasters on the great lakes following the reports of every severe storm. Lake skippers will take risks that would appall the bravest ocean sailor. They will start from port with vessels that are hardly seaworthy in the calmest weather, and more of them are afloat during the most dangerous part of the year than during any other time. This is because the months of October and November are the most profitable to vessel owners, cargoes then being plenty and freight rates higher.

"Grain shipments are livelier as the season draws to a close, and every vessel that will float can command a cargo. The sailing season is very short on the lakes, as it is late in the spring before the ice embargo is removed, and early in the winter when it again closes navigation. The skipper's desire to take advantage of every hour of his time, and notwithstanding the fact that he is liable to be overtaken at any moment by storms of great violence, he takes no precaution that will subject him to the least delay in port.

"This reckless disregard of life and property enlisted no interference on the part, even, of shippers, who are the parties most interested, until a few years ago, when a movement was made to have inspectors appointed by the government to examine vessels in the grain trade of the lakes. But from all accounts there are still many worthless hulks plying between Oswego and Chicago.

"The dangers of lake navigation are so great that even the staunchest vessels are frequently unable to escape them. Storms sweep over the lake without any warning. The November storms on Lake Erie are frightful, and the sailors depend to a great extent on landmarks as guides in navigation. The blinding sleet that nearly always accompanies the storms obliterates these marks sometimes for days, and as the sea room is limited, vessels caught in these storms are in constant danger of going to pieces, either on the rocky shores or on some of the islands that stud these inland seas.

"Lake Ontario's shores are especially menacing to lake craft during storms, but fortunately, this lake is not so liable to be swept by gales as some of the others in the chain. If a vessel heaves to in a storm it is certain to be drifted ashore; or if a vessel runs down the lake toward the St. Lawrence river it is endangered by the many islands that abound there.

"Many skippers have wrecked their vessels in the risky effort to make Oswego harbor in a storm. The entrance to this harbor is very narrow, and the vessel that is steered for it and does not make it is almost certain to go to pieces on the rocks under Fort Ontario."—*Kingston News.*

FOR SALE

STEAMBARGE DAISY DAY.

Length 112 feet, beam 21 feet, depth of hold 8 feet; engine 16x18; good steaming boiler 5 feet in diameter, 10 feet long. Carrying capacity 130 M pine lumber, or 100 cords of wood, or 7 00 bush wheat. Address,

CAPTAIN JOHN ANDERSON,
134 North Center Avenue, Chicago, Ill.

ON SCIENTIFIC SHIPBUILDING.

LOCKPORT, N. Y., January 28.

To the Editor of the Marine Record:

DEAR SIR:—The appalling disaster on Gayhead of the City of Columbus adds another proof of the fallacy of so-called naval architecture. A greater one was never in practice. There was a ship, one of the so-called noblest of her kind, and built by one of the most noted experts of the craft, snuffed out of her existence as a candle would be; her life, her buoyancy all gone in an instant. Does it not appear a sacrilege to say that this ship was a work of science; Science provides for all exigencies which may arise in all structures built from her dictates. The first and most important in a ship is to keep her safe in case of being driven on shore. The principles that she would use to do this would be arches perfectly combined so as to give her a degree of staunchness so that she can bear on her extremities, or any other point in her, without straining or causing her to rupture or collapse. To give her vitality science would give her great and abundant buoyancy, and so located that it can be active at all times, and perfectly sealed so that it cannot be injured by any natural cause. Had the City of Columbus been a combination as crudely pointed out above the sad and heartrending story of her wreck would not have been told. Must this remain as it is? Is there no help? The public press is a powerful lever and can do more in things of this kind than can be done in any other way. Mr. Editor believe the great truths pointed out and aid in giving them to the world.

We take the liberty of reprinting the following, by the same writer, from the Nautical Gazette on the subject of scientific shipbuilding.

There are two sides to the question of naval architecture, as it is called. On one side we have science alone; on the other there is arrayed against us the untold millions invested in the vessels now in use, and the influence and interests of the constructors of them. "Victory is to the most persevering, and" if we persevere, it, science, will be victorious. Of this I have not a doubt, as proof is every day accumulating against the thumb rule and judgement system, which builds vessels like the Regina, just reported as falling to pieces in mid-ocean. Science will give a vessel wave-proof, one that can never break up or founder in mid-ocean while afloat, and float she will until she rots, and if driven ashore where a lodgement can be made, will not break up; on the contrary, she will become a safe fixture and the waves can never surmount her. This promises much, but that science can accomplish much more, the wonderful improvements of this age, the cantilever bridge at Niagara, last but not least, gives ample proof. Science as yet has had nothing to do with the form of vessels, and until she does no safety can be assured. Note the horrible cases on the lakes in the last two years. A major portion of them are from foundering in mid-lake, like the Asia. all persons on board of her lost except two, who were saved through the bravery of heroic woman. The loss of a vessel on one of the lakes, such as science would give, would be an impossibility, or nearly so, from the fact that a large portion of the shores of the lakes is such that one of these vessels can be run on it with impunity and both persons and cargoes would be safe. Foundering in mid-lake would be out of the question, and becoming unmanageable nearly so, from two facts—one that her mechanical power never can be harmed from the action of the waves and the strain can not at any time be increased, but will always be uniform. The other is that as long as sail can stand, even if her rudder was, gone she would hold a course to windward. All of the above has been fully proved both in theory and practice. This gives me faith to believe that science will prevail. For the last 25 years I have made most strenuous efforts to have some of the most eminent experts of the craft meet me before a board of scientists of known science, as taught in our schools. In 1861 I made efforts, through the Secretary of the Navy, to have a discussion before Professor Henry, and spent a large portion of the year at Washington, but could only get it referred to its foes, the constructors, with the exception of Admiral Dahlgren. His report to the Secretary of the Navy was to the point, clear and emphatic in its favor. He said more than I claimed for it. I have continued to ask for a scientific discussion down to this time. In 1880 I asked it of Mr. Hunt. He would only give me the Advisory Board. I was for two months last season at the Mechanic's Institute Fair, Boston. At that fair Mr. Harrison Loring (one of the noted) had the model of the United States steamer Merrimack placarded in the most high terms, claiming her to be the acme and that he had been paid £100 for a duplicate model of her by one of the large shipbuilders. I obtained through Mr. Wood, treasurer of that institution, the use of the blackboard gallery to hold a discussion in, before some of the professors of Harvard, and through him sent Mr. Loring a challenge to take the affirmative of his position, and make it clear so that the world could know, it, and I would take the negative. But he did not accept; he knew better than to do so, as he could not maintain his position against science; and if he did not his avocation would be gone. This will come. Mr. Editor, will you lend a hand to help it along? Yours truly,

JOSEPH W. NORCROSS.

THE ROYAL WILLIAM.

A correspondent, writing to the Quebec Chronicle, says: On the third of September, 1830 a company was formed in the office of Mr. L. T. Macpherson, merchant, called the Quebec and Halifax Steam Navigation Association, composed of the following gentlemen: William Finley, Joseph Stowe Shaw, Jeremiah Leacraft, William Walker, Sir John Caldwell, Bart., William Price, John Leather, John Saxton Camble, Charles Felix Aylwin, Esquires, who formed a committee of management for the purpose of building the R. W. which Mr. George Black undertook the contract to build and did build in his yard, and was to provide men in Montreal to complete the decks of the vessel when the engines were put in her.

The contract was taken from the company for the sum of five thousand four hundred and seventy-five pounds, current money of Lower Canada. Mr. J. S. Camble and Mr. James Hunt became the sureties. The contract was written out by Mr. Errol B. Lindsay, N. P., Mr. William Stevenson, as acting secretary. She was launched on the 17th April, 1831, and was towed up to Montreal by the British American June 31st, and received her cranks and shaft, which were of wrought iron, made in Glasgow, by Napier, and her engine and boilers by Bennet & Henderson, of Montreal; her certificate of registry was granted by Mr. Henry Jessupp, August 22, 1831. She sailed in August, 1833, and took passengers at £6 5s. per head, when she made the passage. I could give you the dimensions of everything about her, but would take up too much valuable space. I have the original documents in my possession.

Another correspondent adds:

"The first steamship to cross the Atlantic was the Sirius, about seven hundred tons, which arrived at New York from England, April 23, 1838."—*Notes and Queries, Manchester, N. H.*

After the protracted controversy in American and Canadian papers and the memoirs published respecting the performance of our Royal William, in 1833, one would have imagined the point was settled for ever: 'tis evidently not so, as appears by the quotation prefixing these lines and taken from an elaborate miscellany, published in October, 1883. "*Mentez mentez; il en restera toujours quelque chose,*" Voltaire used to say, Mr. George Black's letter in to-day's issue will no doubt help to complete the history of the first steamer which steamed all the way across the Atlantic to England, our Royal William built here in 1831. Mr. Black mentions that the company which built the steamer was formed in the office of a Mr. L. T. McPherson, merchant. Is there not a slight inaccuracy here? Would it not rather be in the office of L. P. McPherson, Notary Public, the advisor on many points and friend of several of the gentlemen here alluded to?

The model of the Royal William, as drafted by Mr. G. Black, sr., now on exhibition in the museum of the Literary and Historical Society, attracts a good deal of notice; it would, however, be an important addition to the literary treasures of the society, were it to own also and keep safe against fire in its vault, the original documents relating to the vessel which Mr. G. Black, of Orillia, says are in his possession.

Ought not the Literary and Historical Society, to prepare a succinct history of the origin, build, register, etc., of the Royal William and circulate the same in its annual transactions, 300 copies of which are distributed abroad?

The birth place of the first steamship which successfully crossed, with steam power alone, the broad Atlantic, ought to be noted and that correctly in history.

Quebec can undoubtedly lay claim to this crowning glory: 'tis one of the brightest feathers in her cap. No one, be he from Manchester or elsewhere, ought to be allowed to rob her of it, unchallenged.

BOOK NOTICES.

THE MIDWINTER CENTURY.—Many noted names lend weight and importance to the table of contents of the February Century, either as subjects, or as contributors to the number. In the frontispiece is one of Rembrandt's most effective paintings, engraved with a skill that has seldom been excelled in the magazine. This painting, "The Head of a Man," is from "The Hermitage in St. Petersburg, containing a remarkable but little known collection, of which Richard Whiteing gives a description in the same number. Signor Salvini contributes his "Impressions of Shakspeare's Lear,"—a paper which shows how deeply the actor has studied the poet and with what thought and elevation of purpose he approaches the Shakspearean drama. The two articles on Dante are well calculated to extend the interest in his genius. The most popular of the two is "The Portraits of Dante," by Miss Sarah Freeman Clarke, which is illustrated by the original portraits and busts of the poet and by a sketch from the death-mask. In the other paper by Miss Christina G. Rossetti, the poet is illustrated out of his great poem. Keats is also illustrated in a remarkable way by a full-page engraving of his life-mask—probably the most expressive portrait of the poet that has ever been published. Edmund C. Steadman contributes a brief essay on Keats. With a picture of the grave of Keats and Severn in Rome is printed an editorial note containing a history of the life-mask and interesting biographical matter "How Edwin Drood Was Illustrated," by Mrs. Alice Meynell, reveals considerable of the "mystery" of Dicken's unfinished story, as it was partly revealed to Mr. Fildes (who was the illustrator,) and partly anticipated by him. Sketches of some of the characters, by Fildes, are given with the article and are printed here for the first time. The "Bric a-brac" department has the benefit of a humorous sonnet by Robert Browning and of five short poems by Austin Dobson, which were inscribed in copies of his books presented to American friends. Among the other contributors of poems are Mrs. Frances Hodgson Burnett, Sidney Lanier, George Parsons Lathrop, Edmund W. Gosse, Mrs. Celia Thaxter, John Vance Cheney, and Miss Helen G. Cone. A full-page portrait of "Lieut.-General Sheridan" is accompanied by a striking description of his military career, by General Badeau. George B. McClellan writes of "The Princes of the House of Orleans," including special reference to their service in the army of the Potomac. George W. Cable's convincing polemic against "The Convict Lease System in the Southern States"—read at the Louisville convention in the interest of prison reform—is here brought to the notice of the whole country. From Mr. Cable we have, besides, the fourth part of his serial story, "Dr. Sevier." The other fiction of the number is the third part of Robert Grant's "An Average Man:" and a short story, "A First Love Letter," by I. S., of Dale. The illustrated papers not mentioned above are Titus Munson Coan's anecdotal sketch of "Gustave Courbet, Artist and Communist," including a full-page copy of his famous painting, "The Musician," one of the more noticeable paintings in the recent Bartholdi Loan Exhibition; a beautifully illustrated paper by Roland E. Robinson on "Merinos in America," the text of which is important to sheep breeders; and the first paper in "The Cruise of the Alice May," a series describing a cruise made among the islands and along the shores of the Gulf of St. Lawrence, by S. G. W. Benjamin and M. J. Burns, the artist. The editorials in "Topics of the Time," are "The Uses and Abuses of Trades-Unions," "Modern Catholicism," "The Proposed Library Building in Washington," and "On the Reading of Dante." Among the articles in "Open Letters," are "The Silver Dollar," by John A. Grier, with comment by Horace White; the first of three short papers on "Artistic Help in Divine Service," by the Rev. Dr. Charles S. Robinson; and a brief essay on "Fielding," by Professor Lounsbury, of Yale.

The February ATLANTIC has two additional chapters of each of the three serial stories now running in it—Dr. Weir Mitchell's really striking novel "In War Time;" Mr. Crawford's story of "A Roman Singer," which is much the best work he has yet done; and Mr. Lathrop's "Newport." An article that will attract much attention is "A Visit to South Carolina in 1860," (when the air was full of electricity which next year was discharged in war,) by Edward G. Mason. Elizabeth Robins has an interesting paper on "The Vagabonds and Criminals of India" Rev. H. Bernard Carpenter contributes a noteworthy poem, "A Trio for Twelfth-Night." O. B. Frothingham, in "Voices of Power," discusses the pulpit, the press, and the stage. Henry James furnishes the sixth of his excellent sketches of French travel, this time describing Tarascon, Arles, and Les Baux. J. M. Hillyar cohtributes "Reminiscences of Christ's Hospital." The short story, French in scene and largely in characters, is "In Madeira Place," by C. H. White, Mrs. Julia C. Dorr has a sweet poem, "Foreshadowings." The department of book reviews and notices is full, and gives readers an excellent idea of the best current books; and the Contributors' Club has eight bright, short essays. Houghton, Mifflin & Co., Boston.

An effort is being made to get a custom house at Port Townsend, W. T., with a view especially to better enforce the Treasury regulations relative to unlawful landing of Chinese in the United States. A bonded warehouse has just been put there. The gentlemen here urged the building of the custom house argue that the port is specially important to Chicago and St. Paul, as all goods entered here must find their way to one of these points of distribution and not be divided with St. Louis and Louisville, as is the case with imports at San Francisco for the East.

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A Valuable Discovery for supplying Magnetism to the Human System. Electricity and Magnetism utilized as never before for Healing the Sick.

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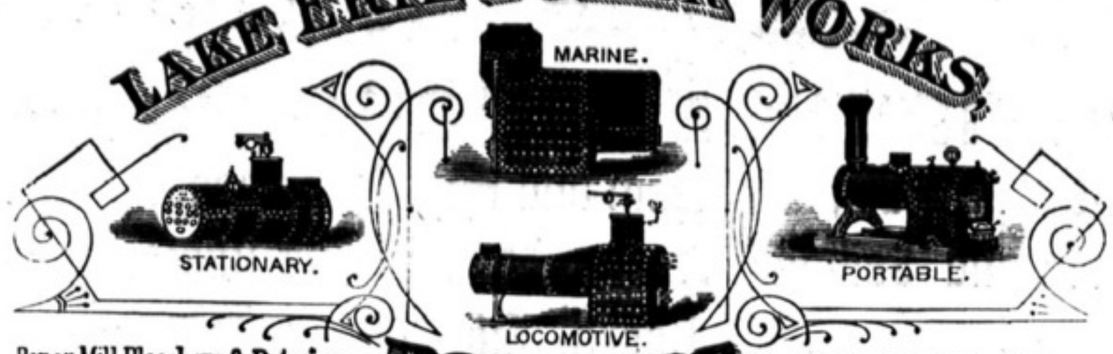

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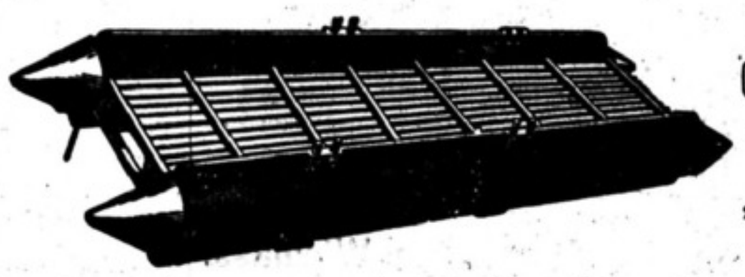

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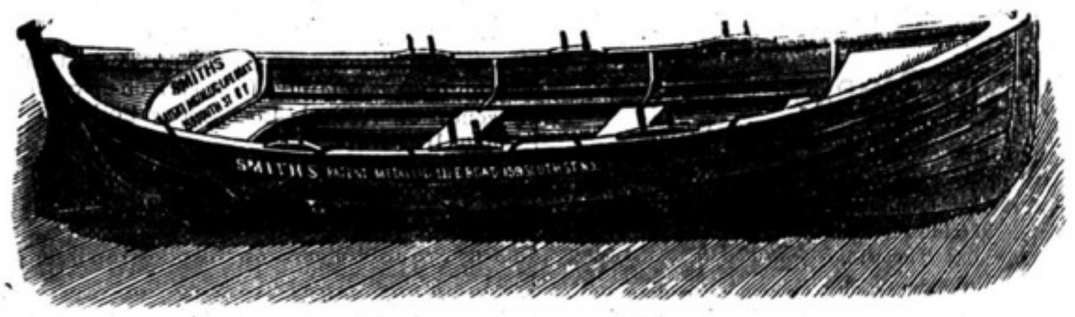

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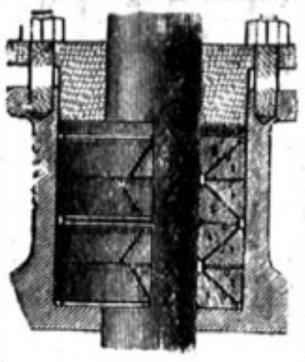

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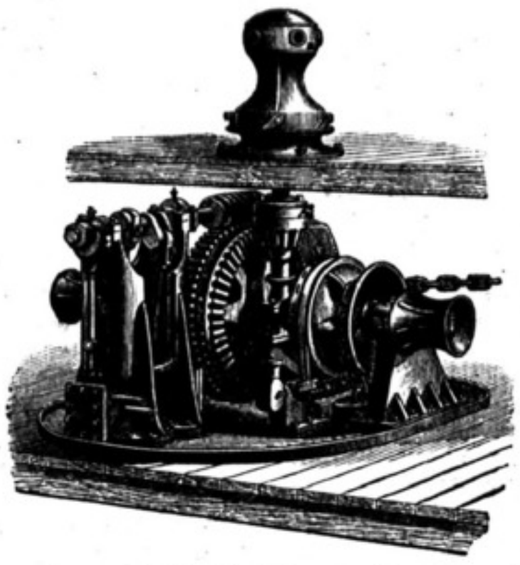
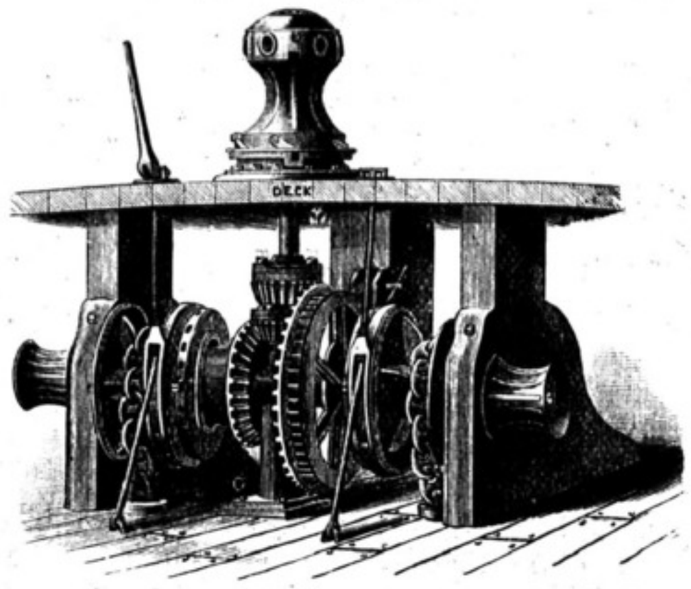


The Providence Patent Steam Capstan Windlass, New Style.



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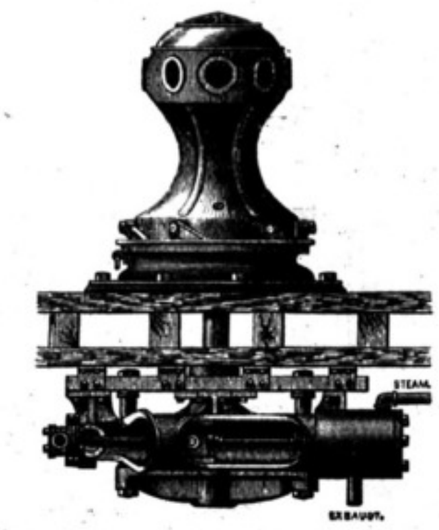

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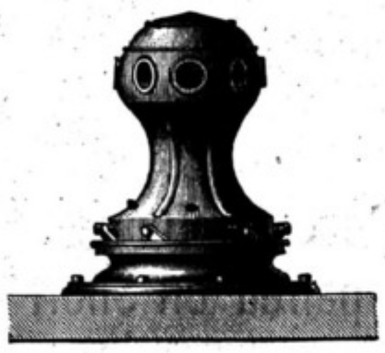

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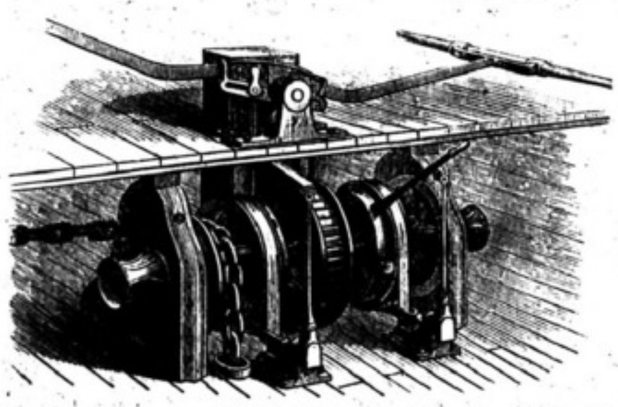

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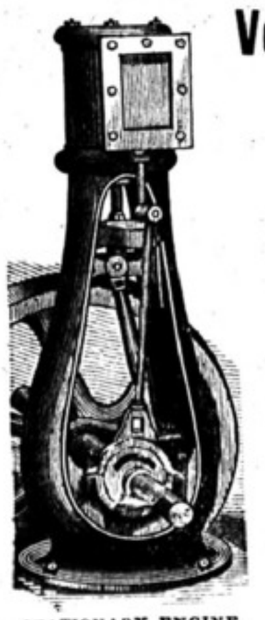

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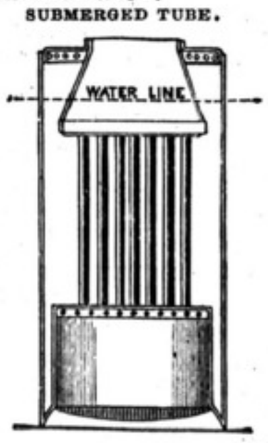

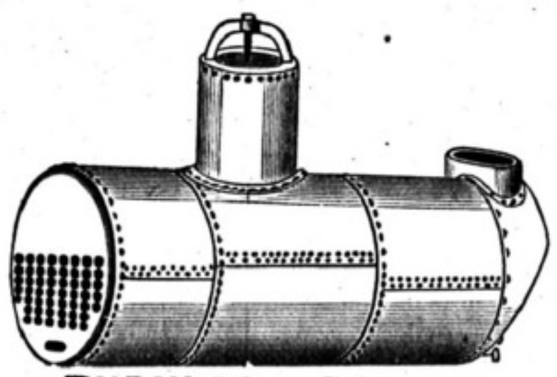

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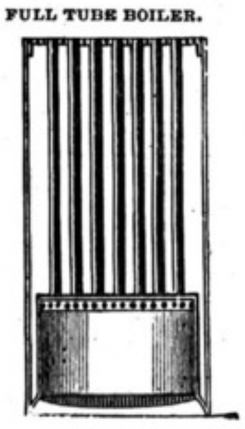

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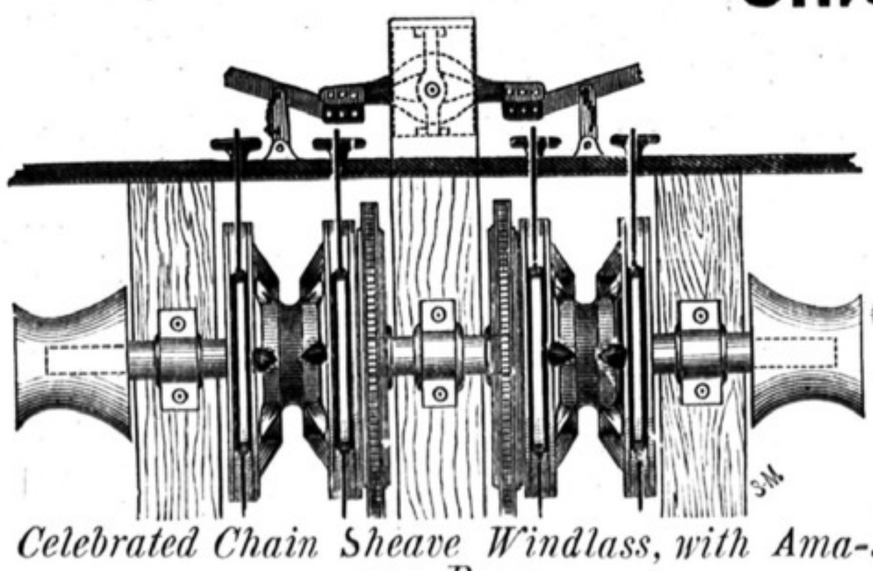

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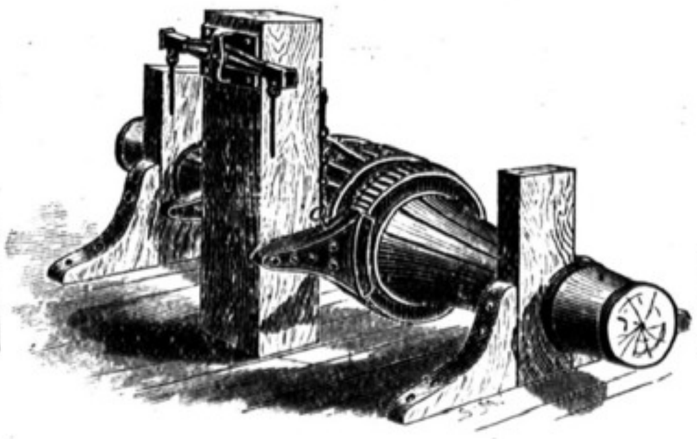

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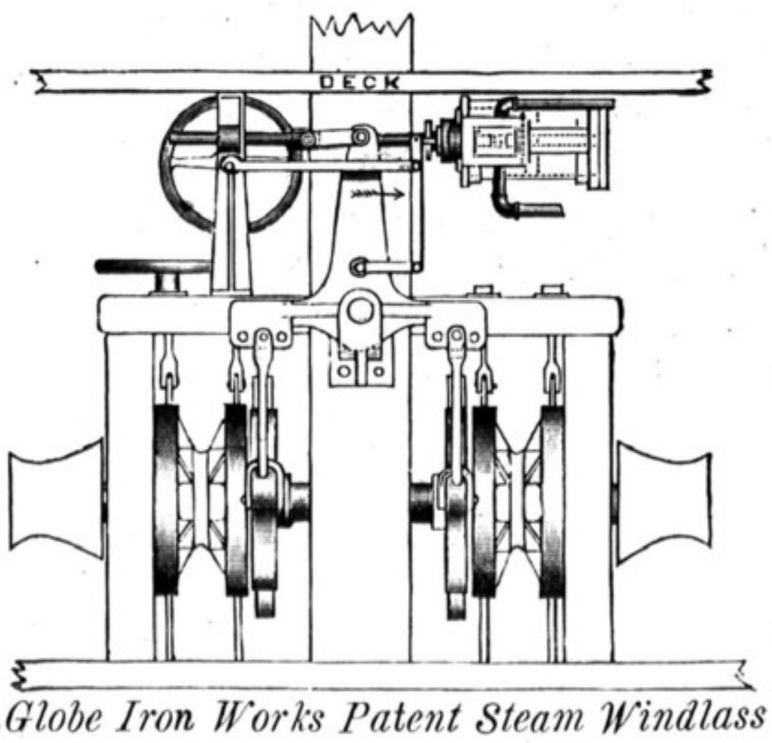

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